

[PRICE \$2½ PER MONTH

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ARRIVALS.

May 25, FOKIEN, British steamer, 509, Davis
Tamsui, 21st May, Amoy 23rd, and Swatow
24th, General.—DOUGLAS LARPAK & Co
May 25, TAI SANG, British ste., 1,505, H. Hogg
Canton 25th May, General.—JARDINE
MATHEWSON & Co.
May 25, TAIW N, British ste., 1,109, Anderson

Bangkok 14th. M
Hoilow 24th. R

—YUEN FAT HONG.

May 25, PHUANG, German ste. 953, Kohlen.
W. be 20th May, steamer—SIEHSENG & Co.

May 25, LOUIS, German steamer, 771, Petroleum.
11th & 22nd May. General.—BUTTERFIELD
& SWIRE.

May 25, POLINA, German ste. 693, Gofkon.
Sailed 21st May, steamer—ELCHERS & Co.

May 25, SIAM, British steamer, 991, W. Nicol.
Bangkok 18th May, steamer—KIN TAY
LOONG.

—CLARA MANNING.

AT THE HARBOR MASTER'S OFFICE.

man str.; for Sa
str. for k

Pastor, Chinese, for Shanghai.
Sniffled, British bark, for Canton.
Nievaria, British str., for Bangkok.
Argay, British str., for Swatow.
Tamarind, Nor. str. for Nagasaki.
Teiseng, British s. r., for Swatow.
Chelydra, British str., for Singapore.

DEPARTURES.

May 25, *DIONEE*, British str., for Shanghai.
 May 25, *YERONA*, British str., for Yokohama.
 May 25, *P. C. KLAO*, British str., for Bangkok.
 May 25, *AXAX*, British str., for London.
 May 25, *ARGYLE*, British str., for Shanghai.

ENTAL, British &
PARTOS German

May 25, **PRYANG**,—**CHUAN** str. for Canton.
May 25, **TAIWAN**,—British str. for Canton.

PASSENGERS.
(RECEIVED.)

Per **Fukien**, str. from **Tamsui**, **Amoy** and
Swatow.—**Mr. Hansloep**.

DEPARTED.

Per **Verona**, str. for **Yokohama** from **Hong
Kong**.—**R. J. Bessard**, **Mr. and Mrs. Mak**
ham and child. From **Karachi**.—**Capt. Butler**
from **Bombay**.—**Capt. Kirkpatrick**. For **Kobe**
from **London**.—**Mr. & E. Wil** usu.

Per **Catal**, str. from **Hongkong** for **Sing**

Mr. R. K. He
Bombay,—Mr

London.—Messrs. A. J. Bury and F. McFadyen
and Miss Little.

VISITORS AT HOTELS.
Continued.

Mr. F. J. Anderson	Mr. A. R. MacDonald
Mr. Geo. Armstrong	Laurel P. O'Malley, A.S.
Mr. Bury	W. J. Robertson
Capt. C. E. Burton	Mr. E. Shum
Mr. Dumb	Mr. A. H. Speckles
Mr. H. W. Fry	Mr. A. R. Street
Mr. H. A. G.-el	Mr. H. O. S. Thompson
Capt. Kirkpatrick	Mr. & Mrs. Watrea
Capt. & M. S. Lethbridge,	Mr. F. W. Wilkinson
maid & two children	

Mr.	Mr.
Mr.	Mr.
Mr.	Mr.

	Rev. R. F. Cobbold	Mr. J. D. Moore
	Mr. Cochrane	Mr. Van Meter
	Mr. C. C. Cohen	Admiral Harry Fishier.
	Mr. J. B. Coughtrie	Mr. A. Ross
237	Mr. Alfred J. Eaton	Mr. Taylor
	Capt. Fawcett, R.N.	Mr. and Mrs. J. Y. V.
	Mr. Geo. Fenwick	Woman and 2 children
		WINDSOR HOTEL.
	Mr & Mrs Sam'l H Allston	Mr & R. R. Jones
	Capt. Ashton	Mr. J. L. Layton
315	Mrs. Barker n maid	Mr. W. M. Lewis
	Miss C. Barker n	Mr. A. Merritt
	Mr. M. Barker n	Mr. K. Nakano
237	Mrs. J. F. Boulton	Mr. J. Namba
	Mr. W. Bruhn	Mr. Wen Rivers
316	Mr. G. W. Eely	Mrs. Howell & children

Mr. ...
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Mr. Ad. Johnson

VESSELS IN DOCK.
ABOARDEN DOCK.—
KOWLOON DOCK.—Romulus, Billy, Milky
Fatsban.
COSMOPOLITAN DOCK.—

TODAY.
Meeting of China Fire Insurance Co., 3 p.m.
Fou de joie from the Praya 5 p.m.

**HONGKONG HIGH-LEVEL
RAILWAYS COMPANY, LIMITED.**

FORCE FROM 1ST

WEEK DAYS.
 7:30 a.m. to 10:30 a.m. Every quarter of an hour
 11:30 a.m. to 12:30 p.m. Every half hour.
 12:30 p.m. to 2:30 p.m. Every quarter of an hour
 3:30 p.m. to 8:00 p.m. Every quarter of an hour
 Night cars at 8.45 p.m. and 9 p.m. and from 5.45 p.m.
 to 11.15 p.m. every half hour.

SATURDAY.
 Extra cars at 11.30 and 11.45 p.m.

SUNDAYS.
 10.30 a.m. and 10.45 a.m.
 Noon to 2 p.m. Every quarter of an hour
 3 p.m. or 3 p.m. Every quarter of an hour
 Night cars from 9 p.m. to 11 p.m. every half hour.

2nd December.

ST. JOHN LODGE OF
HONGKONG, No. 6 & S.C.

AN EMERGENCY MEETING of the
above LODGE will be held in the FREE
MASONS' HALL, Zeland Street, TO-MORROW
the 27th inst., at 8.30 for 9 P.M. precisely. Visiting
Brethren are cordially invited.
Hongkong, 24th May, 1883. (1205)

RGENCEME
E will be held

HONGKONG RIFLE ASSOCIATION.
THE LONG RANGE CUP AND SPOONS.
 will be shot for weather permitting on
SATURDAY, the 27th inst. Ranges, 800 and
900 yards. Time, 3 P.M.
ED. ROBINSON,
 Hon. Secretary.
 Hongkong 25th Mar. 1893.

A. (Japanese s
t and Inland S

Gulf of Tokyo and Kuchinoetsu via Inland Sea
and Nagasaki. Holds London Master's Certificate
of Competency and also Japanese Master's
Certificate of Competency. Ten years command
Kyodo and Nippon Yusen Kaisha Ships in
Seven year's experience of Inland Sea
93. Shichikinsu Shima (vessel) is a ship
Telephone address is - Kaya, Kuba, and A

ORDINANCE (No. 26 of 1931). All ballast boats employed on the Peking Roadmaster as Junkies, being now licensed, as well as all the other boats, which previously could employ, but on which it was desirable that some supervision should be kept.

GENERAL. 14.—3996 steamers, sailing vessels and 31,771 junks arrived during the year, giving an average of 99 vessels arriving daily in the waters of the colony against 80 the year before. In the steamers 71 per cent. were British, an increase of 5 per cent. from 1931, of these, 51 per cent. were "Ocean-going" as against 52 per cent. the year before, and of the Foreigners, 2 per cent. were from the coast, a decrease of 5 per cent. from the year before.

15.—From the foregoing it will be seen that Hongkong in 1932 still held its place in the shipping world, a comparison showing once more an increase of shipping frequency to the port.

16.—The extent of the trade of the colony, unfortunately, cannot be analyzed by import and export returns, and the only practical way of making a comparison year by year, is by means of the amount of tonnage arriving and clearing, and no serious deduction need be drawn from such a comparison, for, in no shipping return at least, does any account of the tonnage of the ships which would come to the port, and it is concluded that the figures showing the tonnage of shipping frequenting the port profess to represent also the number of tons of merchandise landed and shipped to and from the colony.

17.—That in the absence of actual figures to tell us exactly how our import and export trade progresses we may, I think, with the material at hand, draw a fair inference from the experience of other countries.

Of the United Kingdom as well as of 21 British Possessions, large and small, in various parts of the world, the statistics published by the Imperial Maritime Customs of China to be obtained for the 10 years 1881-1890, that in each case increased tonnage arriving and clearing carried with it increased value of imports and exports.

I am also fortunately able to carry my investigations beyond the United Kingdom and British Possessions, and from the statistics published by the Imperial Maritime Customs of China to be obtained for the 10 years 1881-1890, that in each case increased tonnage arriving and clearing carried with it increased value of imports and exports.

The inference which I draw from this is that tonnage and value are in a reasonably constant ratio, and that, if there is an increase in tonnage means also an increase in value, it probably has the same meaning in Hongkong.

The inference is materially strengthened by the following figures, for which I am also indebted to the published Reports of the Imperial Maritime Customs of China, which show that the tonnage and value in the distribution of the trade with China during the last four years—

Year.	Total imports of goods, value.	Total exports of goods, value.
1929.	1,147,322,825	1,017,097,825
1930.	1,247,322,825	1,117,097,825
1931.	1,347,322,825	1,217,097,825
1932.	1,447,322,825	1,317,097,825

From these figures it will be seen that the tonnage and value in the distribution of the trade with China during the last four years—

18.—It is true that a great number of the vessels calling at Hongkong do not make any long stay, and the period of their stay cannot be considered as a standard to judge of the trade of the Colony. It is nothing new to learn that Hongkong is merely a "distribution" point, and that the goods which are not made or grown there, but are brought to Hongkong, and then sent on to other parts of the world, are not made or grown there, but are brought to Hongkong, and then sent on to other parts of the world.

19.—The fact that the tonnage of the port is an indication of the amount of trade.

20.—That the number of steamers entering 13 times and over during the year—that is to say, more than once a month—has increased, may I think be considered as indicating that their employment is not unprofitable to the colony, all these vessels being engaged in the "coasting" or "distribution" trade, or in other words, in the "transshipment" of cargo and branch line requirements, and from the fact of their being so employed, it is not surprising that the tonnage of the port is an indication of the amount of trade.

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THE HONGKONG DAILY PRESS, FRIDAY, MAY 26:4, 1933.

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